California Streets and Highways Code, Section 891.2

The specific locations of items needed for compliance with this code section are shown on the following pages. For reviewer convenience, code text and associated document sections are highlighted below:

A city or county may prepare a bicycle transportation plan, which shall include, but not be limited to, the following elements:

(a) The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan. **See Section 3.7, Page 60.**

(b) A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings and major employment centers. **See Section 3.2.1 and 3.2.2, Pages 29-33.**

(c) A map and description of existing and proposed bikeways. **See Sections 3.1.4 and 3.1.5, Pages 24-29 and Section 4.1, Pages 63-64.**

(d) A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings and major employment centers. **See Section 3.3, Pages 34-41.**

(e) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles of ferry vessels. **See Section 3.4, Pages 41-45.**

(f) A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom and shower facilities near bicycle parking facilities. **See Section 3.3, Pages 35-41 and Figures 6-8.**

(g) A description of bicycle safety and education programs conducted in the area included in the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists. **See Sections 4.6.2 and 4.6.3, Pages 86-90.**

(h) A description of the extent of citizen and community involvement in development of the plan including, but not be limited to, letters of support. **See Sections 3.5.3-3.5.4, Pages 49-55.**

(i) A description of how the bicycle transportation plan has been coordinated and is consistent with the local or regional transportation, air quality or energy conservation plans, including, but not be limited to, programs that provide incentives for bicycle commuting. **See Section 2.1, Page 9.**

(j) A description of the projects proposed in the plan and a listing of their priorities of implementation. **See Sections 4.1-4.4, Page 63-77 and Section 5.1 Page 95 for priorities of implementation information.**

(k) A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area. **The following information was provided by the City of Chula Vista:**

The City is in the design phase of a Smart Growth project to install bike lanes on Industrial Boulevard between Naples and Palomar Streets. Curb, gutter and sidewalk will also be constructed on the east side of this street segment. Total cost: $429,000.

In fiscal year 2008, Chula Vista received a TDA grant to install bike lanes on Bay Boulevard between F and J Streets. Total cost: $138,575.

Maintenance such as sweeping and re-striping bike lanes and symbols are part of the duties of the Street Maintenance Group. This division of the City performs these maintenance tasks as part of their daily duties, so costs specific to bike facility maintenance could not be delineated.